

TONOPAH DAILY BONANZA

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TONOPAH WELCOMES ITS MANY VISITORS

Beginning tomorrow Tonopah will become the host of hundreds of people. While the Fourth of July celebration in actuality is one of only one-day duration, nevertheless our visitors have already commenced to arrive from outlying districts and by Monday night there will probably not be a vacant room in the city.

Tonopah has the reputation of doing things in a big way, and the Fourth of July celebration this year will eclipse anything of its kind held in southern Nevada in recent years. More entertainment is to be provided into one day than was ever before afforded in these parts, and the prizes that are being offered in the various contests are liberal in the extreme. Over \$4000 is being expended to make the observance of our natal day a success, and when the festivities are over, we will again be ready to settle down to a season of business activity that should be most fruitful of results.

Tonopah extends a sincere welcome to our guests of the coming three or four days, and feels sure that no visitor will go away disappointed. The program is so varied that no one need be slighted in satisfying his or her desires, and there will be something stirring from early Tuesday morning until sleep will be welcomed by the most enthusiastic and patriotic American.

OUR HIGHWAY SYSTEM

A system of highways that will serve the whole country, and will be far superior to any other in the world is being mapped out by federal and state engineers. It is estimated that the system will comprise 180,000 miles of road. The federal highway act recently enacted specifically requires that all federal aid be spent on a connected system of highways consisting of not more than seven per cent of the road mileage in each state, and that this system shall consist of interstate or primary roads and intercounty or secondary roads.

Proposed systems have been received by the bureau of public roads of the United States Department of Agriculture from all but eight states. They are plotted on a large map of the United States and carefully examined as to co-ordination with the roads of adjacent states and service to all sections of the country. Where co-ordination is not satisfactory conferences are held with all interested state highway officials and the routes adjusted.

Many states have already adjusted difficult problems with their neighbors. As an example, the system sent in by Nebraska showed a big gap in an important road along the northern boundary. It was learned, however, that South Dakota would follow with a system that would fit like pictures on toy blocks. Since the federal highway act last November became a law, only roads certain to be on the system have been approved for construction.

GOVERNMENT LOANS

The occasion for government loans has passed. Europe does not need and should not have more government loans granted on grounds of national expediency. What Europe needs is a restoration of private industry through which the government may get back on a normal basis. The investment of money in private enterprise is purely a private transaction and should be, as it evidently will be, conducted on purely business principles so far as amounts, security, rates of interest, and time are concerned. Whenever American business leaders who are now in Europe negotiate loans on terms which they deem satisfactory for the safety of their own money, they will undoubtedly find plenty of fellow citizens with far smaller savings, who will be glad to join in financing the loans.

Government officials may be capable censors of the political

propriety of foreign loans, but they are hardly proper judges of security and terms on which loans should be made. The men whose money is to be loaned and who stand to gain or lose by the soundness of their judgment, are the only ones whose sanction should be relied upon.

In accordance with its general principle of putting less government in business and more business in government, the Harding administration is wisely leaving the money lending to private enterprise.

COAL STRIKE WATCHED BY GOVERNMENT

Developments in the coal strike are being closely followed by the United States Department of Labor. While there has been no intervention on the part of government conciliators, the department has maintained a daily contact with both strikers and operators and has prepared tentative agreements as a basis for the final settlement. Conciliators of conciliation have been kept constantly on the strike scene advising Secretary Davis of the day-to-day developments.

The work of these conciliators calls attention to the activities of the division of conciliation of the department of labor. Under the law, the department of labor has no power to settle strikes, but upon request of either side, the department may send conciliators into a strike situation and attempt to bring the disputants together. These conciliators listen to the arguments of both employer and strikers and then formulate the irreducible minimum of demands upon which both can agree. The success of the department of labor in such conciliation work has been pronounced.

In the year 1921 the division of conciliation was called upon to handle 446 strikes, involving 657,000 workers. In 90 per cent of these strikes an adjustment was reached. In order to permit an extension of such conciliation work the present congress has increased the appropriation of the division for the coming year from \$150,000 to \$175,000.

BLOW AT STUNT FLYING

By President Harding's direction, Secretary Weeks has cancelled the commission of the reserve corps officer who endangered many lives by flying at a low altitude over the crowd in the dedication of the Lincoln Memorial. This is the first instance of its kind since stunt flying was forbidden by the war department a year ago. Its drastic nature ought to be a warning to all aviators who are tempted to play the showman whenever they have an audience.

Of course, common sense should have prevented the officer from flying so close to the crowd at the memorial exercises that the noise of his engine drowned out parts of the president's speech. He had been warned not to go near the spot at all. But he disregarded the rules of prudence and flouted authority because he felt that, being in the reserve corps, he was not subject to direct control by the war department. He forgot, however, that he held his commission during the pleasure of the president, who had the power to revoke it on such charges as misconduct and incompetency.

The action taken by Secretary Weeks indicates that the army is determined to stamp out sensationalism by aviators and to see that its flying is done on safe and sensible lines. It is to be regretted that the army rules can not be extended to cover civil aviation, which claims too many victims because of the desire to thrill the public. Perhaps this case to which President Harding and Secretary Weeks have given prominence may induce congress to hasten the passage of legislation now before it for federal control of the air.

WILLOW CREEK IS SHOWING SOME CLASS

The Queen of the Hills mine in the Willow creek section, 90 miles northeast of Tonopah, has been receiving a considerable amount of attention during the past few weeks, and a splendid mineral showing is reported as being in evidence. The Willow Creek locality has long been neglected owing to the long transportation haul, but the outlook is promising for quite a mining stir development there in the not far distant future.

George Banovich, one of the owners of the Queen of the Hills mine, returned to Tonopah yesterday after an absence of several several days spent at the property. He reports a tunnel having been driven for 150 feet, with a five-foot vein having been followed that carries values of from \$40 to \$60 a ton, while picked samples can be taken that carry unusually high values.

John Dukovich, who is interested in what is known as the Belmont group, has completed his assessment work, and states that the whole district gives promise of being heard from shortly. He says the Nyla Mining company is making ready to inaugurate an active campaign of work and that by the middle of this month there will no doubt be a great amount of activity in that section. The Nyla Mining company is composed largely of New York people, and it is stated that ample funds are to be provided to permit of a well-devised campaign of exploration being carried to a successful termination.

Read the news hot off the pan. It's in the Bonanza, \$1 a month delivered.

NOTICE TO PROPERTY OWNERS

Under Ordinance No. 49, of the town of Tonopah, property owners are compelled to keep toilets in sanitary condition. The ordinance requires that toilets must be vented and that vents must be screened and covers provided for seats to exclude flies. With the coming of warm weather enforcement of this ordinance becomes imperative for the sake of public health and all persons are notified that prosecution will follow neglect.

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